

SECRET

DETACHMENT "H"

1 Feb 1972

STANDARD OPERATING PROCEDURE

H-50-12 This SOP supersedes H-50-12 dated 29 July 1971

MOBILE CONTROL DUTY

1. PURPOSE: To establish the procedure and responsibilities to be followed when assigned duty as Mobile Control Officer. 25X1C
2. SCOPE: The provisions of this SOP are applicable to all pilots who perform duty as Mobile Control Officer.
3. RESPONSIBILITY: The Directors of Operations [REDACTED] are responsible for assigning pilots for duty as Mobile Control Officer and insuring that mobile is manned during all take-offs and landings. If for any reason the pilot assigned duty is unable to perform, it will be his responsibility to inform the applicable Director of Operations in ample time so that a replacement can be arranged. 25X1C
4. GENERAL: 25X1C

a.

	ACT	INFO
FA		✓
LANG		
D/TECH		
OKC		
IDEA	✓	
SS		✓
MD		✓
WS		
INTEL		
AS		✓
COMMO		✓
CC		✓
FILE		✓

b. Mobile Control will have no control over normal traffic [REDACTED] Mobile Control will be an advisory unit only and will not assume Control Tower authority. This does not deny the authority, and Mobile Control should not hesitate, to transmit warnings at any time a potentially dangerous situation is observed.

5. PROCEDURES: Mobile Control Officer will:
 - a. Whenever possible, attend the mission briefing, and in all cases, be available in the hangar area at least one (1) hour prior to take-off time.
 - b. Pick up Mobile Control Kit from the Operations Office. The kit should include Flight Handbooks, selected SOP's and a portable UHF Radio which will be used as a back-up radio for both take-off and landing.
 - c. Pick up the flight packet (s) from the Briefing Room. (Check for completeness).

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- d. Check the mobile control and associated equipment for adequacy and proper operation. Insure that the following items are available:

- (1) UHF channelization listing
- (2) Field Glasses
- (3) Fire Extinguisher
- (4) Flare pistol and adequate supply of flares
- (5) Flashlight (for night operations)

25X1C

- f. Monitor the UHF radio in Mobile Control during the minimum periods listed below:

- (1) 1 hour prior to take-off for Ops Missions
- (2) 30 minutes prior to take-off for Training Missions

- g. After pilot loading:

- (1) Monitor the pilot's cockpit check and be available for assistance as required.
- (2) Confirm that the canopy is closed and latched and the seal valves are on. Observe forward and center canopy latches and external indicator.

- h. After engine start:

- (1) Confirm that the seat ejection pin is pulled and the tracker is operating, if installed (A minimum of two tracker cycles should be observed to insure operation).
- (2) Monitor taxi out and check that the area is clear for take-off, including conflicting traffic in climb-out area.
- (3) Monitor runway activity and tower channel until the pogos have been picked up and maintenance has cleared the runway, then inform the tower that runway is clear and switch to tactical frequency.
- (4) After verifying contact on tactical frequency, the Mobile Control Officer will return to the hangar and check with the Director of Operations/
Operations Officer.

25X1C

(2)

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i. During the flight:

- (1) To the extent possible during training and maintenance missions, the Mobile Control Officer will be present in the Command Post except when physically manning mobile control. In no instance will the Mobile Control Officer leave the immediate operations area without specific approval of the Director of Operations [REDACTED] 25X1C Operations Officer.
- (2) During Operational Missions, the Mobile Control Officer will not be permitted in the Command Post unless specifically granted access by the Director of Operations. He will, however, remain in the immediate vicinity to be available for consultation/advise.

j. During landing phase:

- (1) Be in place with the mobile control vehicle for traffic patterns and landing. Vehicle should be parked on taxiway nearest touchdown point and on side of runway opposite traffic pattern so that entire pattern may be more easily observed. Mobile must be in place prior to aircraft entry into traffic pattern, prior to start of GCA final approach or prior to aircraft arrival at TACAN gate as appropriate for type pattern being flown.

NOTE: For TACAN/ADF or GCA low approaches, wherein the aircraft does not descend below 250 feet, mobile control will not be required to be in place by the runway, however, the mobile controller will monitor these approaches via Command Post radio.

- (2) Observe landing pattern approach and touchdown and issue advisories as necessary. Make appropriate entries in the mobile log (Attachment 1) and return log to [REDACTED] Operations office.

25X1A

k. After landing:

- (1) Advise the tower when runway is clear, and secure the mobile control vehicle and its contents. Advise Command Post of close-out time via UHF radio ASAP after leaving runway.

(3)

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S E C R E T

- (2) Attend debriefing, whenever possible, and critique the pilot after normal debriefing is completed. Advise Director of Operations of any unsafe procedures or habits observed during his tour as Mobile Control Officer.

1 Attachment

Detachment Commander

1. Mobile Control Log

25X1A

(4)

S E C R E T

MOBILE CONTROL LOG

DATE: _____

CALL SIGN: _____

SCHED/ACTUAL T/O: _____

PILOT: _____

CP CALL SIGN: _____

SCHED/ACTUAL LND: _____

TRFC PATT # / TYPE	TAKE- OFF	PATTERN	LANDING	GROUND CONTROL
#1/				
#2/				
#3/				
#4/				
#5/				
#6/				
#7/				
#8/				
#9/				
#10/				
#11/				
#12/				

Attachment 1 to SOP H-50-12

CONTROLLER _____